

NEW OR NEXT PHASE FUNDING REQUEST

1. APPLICATION FORM

Project/Activity Name	Mangawhai Shared Path	Date	21/07/2020									
Provide a statement on whether this funding request remains valid and supportable in a post-COVID world and why.	<p>This activity aims to promote mode shift to active modes, which is a priority in the current GPS and is also a priority in the draft 2021/24 GPS.</p> <p>COVID-19 is not expected to adversely affect industry capability for implementation. However, as with all projects in the current environment, increased expenditure on infrastructure in general, may lead to higher costs due to insufficient short-term supply through the supply chain.</p> <p>Overall benefits may reduce due to slower than expected growth and land use development, although these are not expected to result in a BCR of <1. If growth is slower and demand reduced in later years (2024/27 and 2027/30), some sections of the shared path may need to be deferred or not constructed.</p> <p>Most users of the path are expected to be residents, including school children, and there will continue to be demand in summer as domestic tourists visit Mangawhai and use the shared path. There may be increased demand as a result of more domestic tourists visiting Mangawhai, compared to the pre-COVID environment.</p> <p>The options considered for this SSBC remain valid and appropriate.</p>											
Provide annual cash flow forecast for the funding being requested.	<p>Pre-implementation funding.</p> <table border="1" data-bbox="646 1043 1198 1182"> <thead> <tr> <th>Year</th> <th>Total (\$m)</th> <th>NLTF share (\$m)</th> </tr> </thead> <tbody> <tr> <td>2020/21</td> <td>\$500,000</td> <td>\$305,000</td> </tr> <tr> <td>Total</td> <td>\$500,000</td> <td>\$305,000</td> </tr> </tbody> </table>			Year	Total (\$m)	NLTF share (\$m)	2020/21	\$500,000	\$305,000	Total	\$500,000	\$305,000
Year	Total (\$m)	NLTF share (\$m)										
2020/21	\$500,000	\$305,000										
Total	\$500,000	\$305,000										
What would be the consequences of not approving the funding being requested?	<p>On 25 July 2020, the Minister of Infrastructure, and Regional Economic Development, Hon Shane Jones announced \$2.4 million towards local share for this activity (Provincial Growth Fund).¹ This funding not associated with any phase.</p> <p>If there is no NLTF funding for pre-implementation, Kaipara District Council would need to fund the phase entirely. It is expected to be able to do so, given the additional funding provided by Minister Jones.</p> <p>A separate decision for NLTF funding for implementation will be sought after the pre-implementation phase.</p>											
Could funding approval be delayed without significant consequences? If so, for how long?	<p>This activity primarily addresses an existing need to promote active mode use in Mangawhai. It is a key component of a transport approach to accommodate growth in future. There is currently a lack of viable alternatives to using a vehicle for many local trips, including trips made by school children. Walking and cycling trips (travel to work) are expected to nearly double from 6.8% to 13% by 2032 as a result of this investment.</p> <p>The size and nature of any consequences resulting from delaying the activity would depend on the length of the delay. It is difficult to determine how long the delay should or could be. Some sections which are intended to be implemented in later years (from 2027 onwards) are aligned with growth, so may need to be deferred.</p> <p>There is a reputational risk for Kaipara District Council as it has raised expectations from community consultation. There is also a risk to NZTA as the Minister has pledged to fund some of the local share of this activity.</p>											

¹ <https://www.beehive.govt.nz/release/boost-mangawhai-and-kaiwaka-community-infrastructure>

Project Summary	<p>The Mangawhai Shared Path proposal is for a 9 km dedicated shared path (pedestrian and cyclist) in a high growth town in the Kaipara district. Its primary aim is to increase mode shift to active modes.</p> <p>When complete, it will connect the key destinations in Mangawhai and integrate with the current and future urban land use for the town (a linear urban form), and aspirations for the town (slow street environment and active modes for local trips, consistent with the Mangawhai Community Plan and Spatial Plan). The shared path forms part of the <i>Te Araroa - New Zealand's Trail</i>.</p> <p>The activity is planned to be implemented across multiple NLTPs for a total estimated cost of \$16.8 million, with \$4.5 million planned for 2018/21 NLTP.</p>									
Recommendation	<p>That the Senior Manager, OPPP Transport Services:</p> <ul style="list-style-type: none"> ▪ Endorse the Single Stage Business Case for the Mangawhai Shared Path. ▪ Recommend that the Chief Financial Officer approve funding to Kaipara District Council for the pre-implementation phase (Pre-implementation* - Professional Services) of the Mangawhai Shared Path with total shared project costs of \$500,000, with an NLTF share of \$305,000 at a FAR of 61% from the Walking and Cycling Activity Class. ▪ Note that approximately \$180,000 of the total requested funding for pre-implementation is retrospective. Kaipara District Council started pre-implementation because a delay would have significantly reduced how much of the shared path can be implemented in the remainder of 2020/21. The recommendations and outcomes of this activity would not have been different had funding been approved a month ago (before detailed design started) compared to now. 									
Submitter Name	Rafael Furtado, Senior Investment Advisor, Partnership Investments	Submitter - Contact No. - Email	<small>section 9(2)(a) privacy</small> rafael.furtado@nzta.govt.nz							
Project Manager	Kaipara District Council	Project Sponsor	Emma Harris, Manager, Partnership Investments							
Business Owner	Non-NLTP only	Region/Council	Kaipara							
Decision sought	<input type="checkbox"/> BR150 Programme Business Case Endorsement up to \$50m <input type="checkbox"/> BR151 Programme Business Case Endorsement up to \$100m <input type="checkbox"/> BR151b Programme Business Case Endorsement > \$100m <input type="checkbox"/> BR155 Single Stage Business Case Endorsement up to \$1m <input type="checkbox"/> BR156 Single Stage Business Case Endorsement up to \$15m <input checked="" type="checkbox"/> BR157 Single Stage Business Case Endorsement up to \$50m <input type="checkbox"/> BR158 Single Stage Business Case Approval >\$50m <input type="checkbox"/> BR181 Programme Business Case or AMP Approval >\$100m <input checked="" type="checkbox"/> BR210 Up to \$50m – Business Case or Variation <input type="checkbox"/> BR235 Land Requirement Plan Approval									
Current project phase	Business case	References Current phase	Business Plan:	N/A						
			TIO project ID:	N/A						
			SAP Reference:	N/A						
Next project phase	Pre implementation	References Next phases	Business Plan:	Mangawhai Shared Path						
			TIO project ID:	133493/ 270523						
			SAP Reference:	N/A						
Funding sought for next phase (including admin)	<table border="1" data-bbox="746 1888 1093 2022"> <thead> <tr> <th>Year</th> <th>2020/21</th> </tr> </thead> <tbody> <tr> <td>NLTF</td> <td>\$305,000</td> </tr> <tr> <td>Grand total</td> <td>\$305,000</td> </tr> </tbody> </table>				Year	2020/21	NLTF	\$305,000	Grand total	\$305,000
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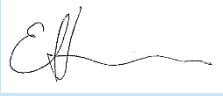
Scope of activities within this funding request	This request seeks funding for pre-implementation for the Mangawhai Shared Path. This will involve detailed design, seeking resources consents, safety audit of design, and revised cost estimates.		
Total expected project cost	\$ 16.8 million	Funding source	N funds AC: Walking and Cycling WC: 452 Cycling facilities
		FAR %	61%
Included in 2018-21 NLTP?	<p>Yes, the Mangawhai Shared Path is in the 2018/21 NLTP (variation on 30 April 2020 through the Point of Entry). This is for the whole activity and has not specified the pre-implementation from implementation phases.</p> <p>On 5 June 2020, the Northland Regional Transport Committee varied the RLTP 2015/21 to include the Mangawhai Shared Path as a standalone activity, as it was previously in the Low Cost Low Risk Programme.</p>		
Primary outcome	Access - transport choice		
Previous approvals / applications; conditions and status	<p>The NZTA has not funded any previous phases of this activity.</p> <p>NZTA has funded the Network Operating Framework for Mangawhai (not yet endorsed) that provides the strategic context for the shared path, and general indication of the preferred route.</p>		
Previous NZTA Board Direction	N/A		
Programme/Project linkages – related activities	<p>This activity is linked to the following activities:</p> <ul style="list-style-type: none"> • Mangawhai Network Operating Framework (under development and providing the strategic context for the area) • Wood St Innovating Streets • Intersections at Insley/Moir and Moir/Molesworth Streets – Point of Entry stage. <p>The shared path is also integral to Kaipara District Council's Mangawhai Community Plan and Mangawhai Spatial Plan (draft, as of June 2020).</p>		
Provide InfoHub links for all relevant documents	<p><i>Point of Entry</i> KDC Mangawhai Shared Path Point of Entry (signed copy unable to be located) https://infohub.nzta.govt.nz/otcs/cs.dll/link/40659594 200430 TS Business case and funding decisions - Minutes final.pdf https://infohub.nzta.govt.nz/otcs/cs.dll/Overview/41243325 Point of Entry_Mangawhai Moir_Insley_FinalV2 signed.pdf (associated roundabout improvements) https://infohub.nzta.govt.nz/otcs/cs.dll/link/45740336 Network Operating Framework FINAL Mangawhai Transportation Point of Entry v5 NOF.docx https://infohub.nzta.govt.nz/otcs/cs.dll/link/40808999 KDC Mangawhai Shared Path Business Case July 2020 v9.pdf https://infohub.nzta.govt.nz/otcs/cs.dll/link/46340645 Mangawhai Shared Path - Concept design Safety Audit July 2020.pdf https://infohub.nzta.govt.nz/otcs/cs.dll/link/46302741 Mangawhai Shared Path Risk Register v1.xlsx https://infohub.nzta.govt.nz/otcs/cs.dll/link/46325774 IQA: Business Case https://infohub.nzta.govt.nz/otcs/cs.dll/link/45715397 Funding request memo. New phase funding request Kaipara District Council Mangawhai Shared Path June 2020 RF.docx (this document) https://infohub.nzta.govt.nz/otcs/cs.dll/link/45802678 RE Mangawhai Shared Path - funding priority and approval.msg <i>For pre-implementation and implementation in 2018/21 NLTP</i> https://infohub.nzta.govt.nz/otcs/cs.dll/link/45825328</p>		
Actions Completed **Funding Request only**	<input checked="" type="checkbox"/> TIO Updated	<input checked="" type="checkbox"/> IAF Assessment Completed	
	<input checked="" type="checkbox"/> IQA Completed	Funding approved - Treasury & Cashflow engaged and confirm funding.	
	<input type="checkbox"/> SAP Updated N/A	<input checked="" type="checkbox"/> Docs uploaded to TIO	

	Not applicable - EPMO confirmed costs included in forecast for SHI	Confirmed priority - Partnership & Investments engaged and confirm priority.
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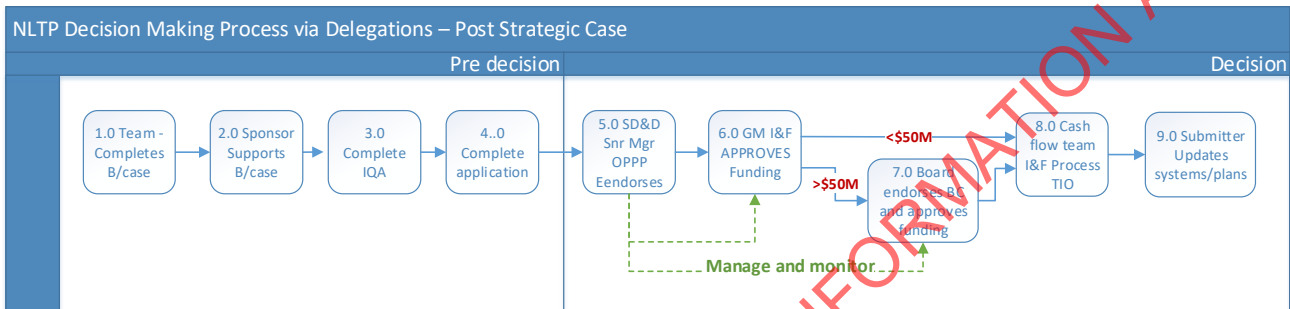
Stakeholder Engagement	Individual / Team	Summary of engagement, outstanding issues, any relevant links	
	Wayne Wallace, Strategic Cases	Point of Entry discussion and the interactions with the intersection improvements. Meetings with Kaipara District Council on path design.	
	Tim Hughes, Lorelei Schmidt, Gerry Dance, Multi-modal, Transport Services	Advice on the design of the path - whether a 3.5m or a 2.5m path width is appropriate. Kaipara DC provided information about peak demand (users per hour). This informed the recommended option, being a preferred nominal design width of 3.5m with some sections being narrower where there is lower demand.	
	Owen Mata, Activity Class Manager (Walking and Cycling)	Confirmed funding priority for pre-implementation and supports the whole activity as a walking and cycling project.	
	Martin Shearman, Manager Treasury and Cashflow	Confirmed funding availability for pre-implementation.	
	Vaughan Roberts, Partnership Investments	Advice on the SSBC.	
	Alan Meharry, Transport services	Supports the activity and consulted about the path width.	
	Brian Waddell, Lead Strategic Planner	Supports the shared path as it aligns with the strategic direction and scale of growth of Mangawhai, and integrates with the land use.	
	John Janssen, Partnership Investments	Peer review of the IQA and funding memo. Comments addressed.	
Significance Assessment	The activity does not breach significance.		
	Factor	Comment / explanation	Delete as required
	Reputation / public interest	The community has been consulted on this activity, as part of the Mangawhai Community Plan and Minister Jones has announced a Provincial Growth Fund contribution of \$2.4 million towards the local share funding for the activity. A decision by NZTA not provide NLTF co-funding activity could be damaging to the Agency's reputation.	N
	Service delivery	This activity will not impede NZTA project delivery.	N
	Financial impact	The estimated cost of the activity is unlikely to have a significant impact on NLTF budget availability. There will be separate decisions relating to implementation funding, for larger amounts than this funding application. Affordability will be considered when these funding applications are considered.	N
	Environment and other impacts	This activity does not have adverse environmental or social impacts.	N
	Precedent effect	This activity does not set any precedents.	N
	Inconsistency	This activity is consistent with NZTA policy and practice.	N
	Other relevant factors	N/A	N
	<i>In making a decision, decision makers must take these factors into account:</i> https://infohub.nzta.govt.nz/otcs/cs.dll?func=ll&objaction=overview&objid=15084368		

RELEASED UNDER THE OFFICIAL INFORMATION ACT 1982

Project Sponsor Endorsement

BR213 – The Business Case Sponsor confirms this Business Case meets the business requirements			
Name & Role	Emma Harris, Manager, Partnership Investments, Transport Services		
Signature		Date	11/08/2020
Additional commentary	endorsed		

Approval Pathway



2. INVESTMENT QUALITY ASSURANCE (IQA)

IQA_Kaipara DC_Mangawhai Shared Path_SSBC_June 2020.docx

<https://infohub.nzta.govt.nz/otcs/cs.dll/link/45715397>

1. BUSINESS CASE / FUNDING REQUEST SUBMISSION

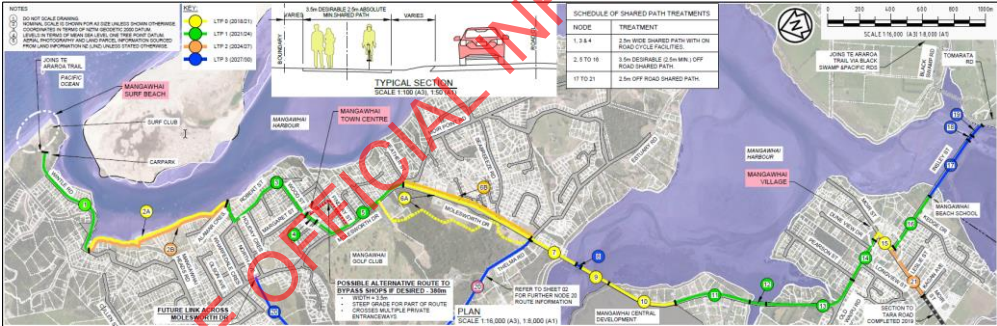
Funding Request Summary

Context

The Mangawhai Shared Path is for a proposed 9 km dedicated shared (pedestrian and cyclist) path in a high growth area in the Kaipara district. When complete, it will connect the key destinations in Mangawhai and integrate with the current and future urban land use for the town (with linear urban form), and aspirations for the town (slow street environment and active modes for local trips, consistent with the Mangawhai Community Plan and Spatial Plan). The shared path forms part of the *Te Araroa - New Zealand's Trail*.

Mangawhai is growing rapidly (current estimated population of 5,000 and is projected to grow to 9,000 by 2031, and 12,800 by 2051) and experiences significant population peaks in the summer period (tourism). Many people do not currently use active modes for local short-distance trips mostly due to physical barriers (i.e. poor-quality facilities) but also from a perception of poor safety for those modes. Responses to a community survey showed that that safe access for active modes was desired - 37% found it difficult to walk and cycle, and submitters requested safe off-road access to Mangawhai Heads, safe cycling/walking connections between the Village and Mangawhai Heads and safe pedestrian access along the Insley Street causeway and bridge. The activity addresses all of the areas that are the subject of the safety concerns raised during consultation.

The activity is planned to be implemented across multiple NLTPs for a total estimated cost of \$16.8 million, with \$4.5 million planned for 2018/21 NLTP (\$500,000 pre-implementation and some implementation). Most of the core network will be completed over the current and 2021/24 NLTP periods (yellow and green). A larger version of the map is provided in the appendix.



NLTP period	Key	Total estimated cost	NLTF share (61% FAR)	Local share (39% FAR)
2018/21	Yellow	\$4,465,200 (incl. \$500,000 for pre-imp.)	\$2,723,772	\$1,741,428
2021/24	Green	\$7,079,400	\$4,318,434	\$2,760,966
2024/27	Orange	\$2,917,550	\$1,779,706	\$1,137,845
2027/30	Blue	\$2,345,900	\$1,430,999	\$914,901
Total		\$16,808,050	\$10,252,911	\$6,555,140

The existing walking and cycling facilities in Mangawhai are of poor quality, particularly for one long stretch (sections 6 to 13) between the two main commercial areas (town and village). There is a high dependence on private motor vehicles for short distance local trips that could be made by active modes

The shared path aims to increase active mode use, improve perceptions of safety for active mode users, reduce congestion by providing alternative travel options, and to integrate with the existing urban form and forecasted growth.

This funding application is for the pre-implementation phase of the full activity to complete detailed design and obtain better cost estimates and cashflow timing. Separate funding decisions will be sought for implementation. Most of the shared path is intended to be delivered over the 2018/21 and 2021/24 NLTP periods with local share confirmed.

Retrospective funding for pre-implementation (refer to the appendix for map)
 Kaipara District Council has requested retrospective funding of approximately \$180,000 of the total for pre-implementation (design work on sections 2a/b, 6a/b, 7, 8 and 9). While this is contrary to NZTA policy (without prior approval), my advice is that on this occasion we should consider approving retrospective funding for the pre-implementation phase of this activity.

	<p>The reasons for my recommendation are:</p> <ul style="list-style-type: none"> • Kaipara District Council do not develop many business cases for capital projects. Their understanding of NLTF funding policy and business case requirements has been limited and I have been working with them to build that knowledge. They did not realise they needed to provide a concept design safety audit at the business case phase of the project. They have since done so, but it has put them back a month from where they should be currently. • We do not have an issue with the nature of the work they are doing – just the retrospective nature of it. The recommendation and outcomes from the activity would not be different had funding been approved a month ago (before detailed design started). • The funding sought is for the pre-implementation phase. The risk to Waka Kotahi at this phase is low. We are also ensuring that we have a 'hold point' after pre-implementation to consider implementation funding as this is the stage of the project where the risk increases. I will re-iterate our policy to Kaipara District Council and ensure that it is very clear that no retrospective funding will be contemplated for the implementation phase. • The amount of retrospective funding is relatively small at \$180,000, with about half of this spent by 20 August 2020. • Kaipara District Council is a small council with a limited rating base and low ability to pay. • There is pressure from Minister Jones to commence implementation of this activity in 2020/21. Delaying pre-implementation by a few months (until NZTA funding is approved) would have significantly reduced how much of the shared path could be implemented in the remainder of 2020/21.
Problem / Opportunity Statement	<p>The SSBC (section 3) identifies the following problems.</p> <ol style="list-style-type: none"> 1. A lack of dedicated walking and cycling facilities is a barrier to increasing the uptake of walking and cycling. 2. The existing walking and cycling facilities are not safe or fit for purpose. 3. Peak summer congestion: There is a high reliance on private vehicle use in Mangawhai due to lack of safe walking and cycling facilities, which results in congestion during peak summer periods. 4. Planning for rapid growth and providing a multi-modal approach: Without sufficient walking and cycling infrastructure, growth will continue to be predominantly car based, resulting in poor environmental and land use integration outcomes for the Mangawhai area.

Outcomes & Benefits							
Outcomes	<p>The SSBC (section 3.4) identifies the following outcomes:</p> <ul style="list-style-type: none"> • less reliance on private vehicle (currently around 88%). • a shared path network that provides a multimodal approach to the transport system • improved connectivity within Mangawhai for walking and cycling users • improved safety for walking and cycling users in Mangawhai • a more resilient transport network • an integrated land-use and transport plan to ensure growth aspirations are appropriately managed, including the needs of a changing demographic <p>Note that the business case does not reflect resilience in the problem statements, investment objectives, selection criteria, or benefits.</p>						
Investment Objectives	<p><i>Investment objective 1</i> To increase the uptake of walking and cycling in Mangawhai.</p> <p><i>Investment objective 2</i> To provide active modes choices as part of a multi-modal approach for future growth planning.</p>						
Expected Benefits	<p>The expected benefits (SSBC, section 3.1):</p> <table border="1"> <thead> <tr> <th>Benefits</th> <th>Expected change from this investment</th> </tr> </thead> <tbody> <tr> <td>Improved mode shift to walking and cycling in Mangawhai</td> <td>Walking commuter trips from 5.9% in 2018 to 9% by 2032 Cycling commuter trips from 0.9% in 2018 to 4% by 2032 300 average daily users of the main path by 2032.</td> </tr> <tr> <td>Improved safety for walking and cycling in Mangawhai</td> <td>A 50% increase in the perceived safety and ease of walking and cycling by 2032 (survey results).</td> </tr> </tbody> </table>	Benefits	Expected change from this investment	Improved mode shift to walking and cycling in Mangawhai	Walking commuter trips from 5.9% in 2018 to 9% by 2032 Cycling commuter trips from 0.9% in 2018 to 4% by 2032 300 average daily users of the main path by 2032.	Improved safety for walking and cycling in Mangawhai	A 50% increase in the perceived safety and ease of walking and cycling by 2032 (survey results).
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Improved safety for walking and cycling in Mangawhai	A 50% increase in the perceived safety and ease of walking and cycling by 2032 (survey results).						

	<p>The economic analysis quantifies some of the benefits associated with the preferred option. Total quantified benefits are allocated to safety (4%), travel time benefits (11%), and walking and cycling benefits (85%). The vast majority of quantified benefits are attributed to walking and cycling and travel time – 96% towards Benefit 1.</p>
Impact to BCR / NPV	<p>BCR: 1.4 NPV: \$5.0 million</p> <p>The economic assessment is for the entire activity at an estimated cost of \$16.8 million. The BCR range from sensitivity testing was 1.0 to 2.1.</p> <p>The incremental assessment assessed the options against each other, and resulted in an incremental BCR of 1.0 (1.d.p., rounded from 0.97), just meeting the target BCR. This indicates the preferred option provides value for money. The economic analysis will be reviewed during pre-implementation to provide confidence that the activity would deliver value for money.</p> <p>There will be separate funding decisions, including updated economic analysis, for sections of the shared path that are planned to be implemented in future years (i.e. 2024 onwards), to account for changes to underlying assumptions, particularly demand (growth), mode shift (as a result of sections delivered earlier), and cost.</p>

Actions Resulting from IQA																
Actions	<p>The business case could have better identified a more granular timeframe for implementation of the different sections of the shared path, as currently there is only an indication of timing by NLTP period but not by year. This will be requested before any implementation funding is sought to better understand the cashflow timing required for this activity (annual).</p> <p>Some information will likely need to be updated before proceeding to implementation, such as the estimated costs and economic analysis.</p>															
Risks & Mitigations	<p>The main residual risks (medium and high only) and mitigations are listed in the table below (<i>Risk register document</i>).</p> <p>Note that a hold-point before proceeding to implementation allows the implementation funding decision to be based on the latest cost estimates, project timing estimates, and anticipated cashflow.</p> <p>As the project is spread across multiple NLTP periods, the risk profile is likely to change. This can also allow for lessons from earlier phases to be applied to those following, and risks mitigated.</p> <table border="1"> <thead> <tr> <th>Risk</th> <th>Residual risk</th> <th>Mitigation</th> </tr> </thead> <tbody> <tr> <td>Funding for later NLTP periods 2024/27 and 2027/30 (KDC local share and NLTF)</td> <td>Medium (unlikely likelihood, moderate consequence)</td> <td>Forecast funding requirements included in the Long Term Plan 2021/31 (take effect from July 2021).</td> </tr> <tr> <td>Land acquisition in one section</td> <td>High (unlikely likelihood, extreme consequence)</td> <td>Engage with landowners for voluntary land sale in one section (section 15). If there is no agreement, compulsory acquisition will be needed and delay implementation. This is at one end of the shared path so not critical for implementing the other sections.</td> </tr> <tr> <td>Extra land acquisition may be required</td> <td>Medium (unlikely likelihood, moderate consequence)</td> <td>Additional land acquisitions may be identified during pre-implementation. Change design to avoid extra land acquisition.</td> </tr> <tr> <td>Cost estimates higher than budget</td> <td>Medium (possible likelihood, minor consequence)</td> <td>Detailed design to better inform costs, value engineering to reduce scope and cost to within budget.</td> </tr> </tbody> </table>	Risk	Residual risk	Mitigation	Funding for later NLTP periods 2024/27 and 2027/30 (KDC local share and NLTF)	Medium (unlikely likelihood, moderate consequence)	Forecast funding requirements included in the Long Term Plan 2021/31 (take effect from July 2021).	Land acquisition in one section	High (unlikely likelihood, extreme consequence)	Engage with landowners for voluntary land sale in one section (section 15). If there is no agreement, compulsory acquisition will be needed and delay implementation. This is at one end of the shared path so not critical for implementing the other sections.	Extra land acquisition may be required	Medium (unlikely likelihood, moderate consequence)	Additional land acquisitions may be identified during pre-implementation. Change design to avoid extra land acquisition.	Cost estimates higher than budget	Medium (possible likelihood, minor consequence)	Detailed design to better inform costs, value engineering to reduce scope and cost to within budget.
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Construction tender prices exceed estimated cost	Medium (possible likelihood, moderate consequence)	Procure packages of work that are more attractive to tenderers, seek early interest from tenderers. Reduce cost through value engineering.
Funds not spent in 2020/21	High (likely likelihood, moderate consequence)	Funds transferred to 2021/22, programme delivery plan to be developed during pre-implementation to provide greater accuracy of timing and cashflow.
Service relocation may increase costs (power poles in some sections)	Medium (unlikely likelihood, moderate consequence)	Value engineering may be required. Costs confirmed during pre-implementation.
An additional risk is that the designs completed in the current NLTP may not be valid in future years if standards or other requirements change. The designs of affected sections may need to be amended to meet future standards and requirements.		

Phase Readiness	
Risks & Issues	There are no significant risks relating to moving to the pre-implementation phase.
Constraints	<p>The main constraint relates to funding affordability that will be managed through standard transport funding and planning processes (Long Term Plan/NLTP/RLTP), and phasing across multiple NLTP periods.</p> <p>On 25 July 2020, Minister of Infrastructure, Hon Shane Jones, contributed \$2.4 million towards local share for the activity. This significantly reduces the risk of local share availability in the short-term and for part of the activity.</p> <p>There are some physical constraints (buildings/trees etc.) along the route of the path. These will be managed by reducing the width of the path in certain places.</p> <p>There are no physical, property or legal constraints to the implementation of any of the proposed works. Some property acquisition is required in section 15 of the shared path (at one end). Refer to risk section for mitigations.</p>
Dependencies	There are no dependencies but there are some related activities, refer below.

Additional Information
<p>A Network Operating Framework (NOF) for Mangawhai is currently being developed. The draft NOF shows that the shared path is an integral component, showing its general route, and the interactions with the other modes.</p> <p>Innovating Streets funding has been approved for an interim project at Wood St (Mangawhai Town Centre). The shared path will pass through this area in future.</p> <p>There is a related activity for two intersection improvements (roundabouts) in the Mangawhai Village (southernmost part of the shared path, section 15), that the Point of Entry states would encourage a slower speed environment and provide upgraded crossing facilities for walkers and cyclists. The shared path passes alongside the intersections.</p> <p>The Mangawhai Shared Path SSBC does not cover the intersection improvements.</p> <p>Refer to the Point of Entry for further information (to be considered at the same Delegations Committee meeting as this funding request) (Point of Entry_Mangawhai Moir_Insley_FinalV2 signed: https://infohub.nzta.govt.nz/otcs/cs.dll/link/45740336).</p>

FUNDING DECISION RECORD

Resolution / Decision – Delegation – Senior Manager, OPPP Transport Services	
Endorsed	<input type="checkbox"/>
Deferred (Revise and resubmit)	<input type="checkbox"/>
Declined	<input type="checkbox"/>

Submitter's Recommendation:

That the Senior Manager OPPP:

- Endorse the Single Stage Business Case for the Mangawhai Shared Path.
- Recommend that the Chief Financial Officer approve funding to Kaipara District Council for the pre-implementation phase (Pre-implementation* - Professional Services) of the Mangawhai Shared Path with total shared project costs of \$500,000, with an NLTF share of \$305,000 at a FAR of 61% from the Walking and Cycling Activity Class.
- Note that approximately \$180,000 of the total requested funding for pre-implementation is retrospective. Kaipara District Council started pre-implementation because a delay would have significantly reduced how much of the shared path can be implemented in the remainder of 2020/21. The recommendations and outcomes of this activity would not have been different had funding been approved a month ago (before detailed design started) compared to now.

Decision:

That the Senior Manager OPPP:

- **Endorsed** the Single Stage Business Case for the Mangawhai Shared Path and **recommend** that the Chief Financial Officer approve funding to Kaipara District Council for the pre-implementation phase (Pre-implementation* - Professional Services) of the Mangawhai Shared Path with total shared project costs of \$500,000, with an NLTF share of \$305,000 at a FAR of 61% from the Walking and Cycling Activity Class.
- **Note** that approximately \$180,000 of the total requested funding for pre-implementation is retrospective. Kaipara District Council started pre-implementation because a delay would have significantly reduced how much of the shared path can be implemented in the remainder of 2020/21. The recommendations and outcomes of this activity would not have been different had funding been approved a month ago (before detailed design started) compared to now.
- **Note** implementation has been designed and phased to cover subsequent NLTP periods
- **Note** on 25 June 2020, Minister Jones committed \$2.4M towards the local share of the Mangawhai Shared Path for pre-implementation and implementation.

Reasons for recommendation


- This approval enables a business case to provide the funding for investigation and design to progress a shared path for a community that's experiencing significant growth
- The requirements of section 20 of the Land Transport Management Act 2003 have been met.
- **Post Covid-19 effect** – valid and supportable

Transport Services Approver to complete

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Conditions	<input type="checkbox"/>	1.
	<input type="checkbox"/>	2.
Conditions Met	Choose an item.	
Name	Vanessa Browne	
Position	Senior Manager, OPPP Transport Services	
Signature	<i>VC Browne</i>	
Date	27/08/2020	
Actions taken	27/8/20 CFO	

Resolution / Decision – Delegation – Chief Financial Officer, Corporate Support			
Corporate Support Approver to complete	Endorsed / Approved	<input type="checkbox"/>	<p>Recommendation:</p> <ul style="list-style-type: none"> • Recommend that the Chief Financial Officer approve funding to Kaipara District Council for the pre-implementation phase (Pre-implementation* - Professional Services) of the Mangawhai Shared Path with total shared project costs of \$500,000, with an NLTF share of \$305,000 at a FAR of 61% from the Walking and Cycling Activity Class. • Note that approximately \$180,000 of the total requested funding for pre-implementation is retrospective. Kaipara District Council started pre-implementation because a delay would have significantly reduced how much of the shared path can be implemented in the remainder of 2020/21. The recommendations and outcomes of this activity would not have been different had funding been approved a month ago (before detailed design started) compared to now. • Note implementation has been designed and phased to cover subsequent NLTP periods • Note on 25 June 2020, Minister Jones committed \$2.4M towards the local share of the Mangawhai Shared Path for pre-implementation and implementation. <p>Reasons for recommendation</p> <ul style="list-style-type: none"> • This approval enables a business case to provide the funding for investigation and design to progress a shared path for a community that's experiencing significant growth • The requirements of section 20 of the Land Transport Management Act 2003 have been met. • Post Covid-19 effect – valid and supportable
	Deferred (Revise and resubmit)	<input type="checkbox"/>	
	Declined	<input type="checkbox"/>	
	Conditions	<input type="checkbox"/>	
		<input type="checkbox"/>	
Conditions Met	Choose an item.		
Name	Howard Cattermole		
Position	Chief Financial Officer, Corporate Support		

Signature	
Date	27/08/2020
Actions taken	

Resolution / decision – Delegation – Board		
Board Approver to complete	Approved <input type="checkbox"/>	Recommendation:
	Deferred (Revise and resubmit) <input type="checkbox"/>	
	Declined <input type="checkbox"/>	
	Conditions <input type="checkbox"/>	1.
	<input type="checkbox"/>	2.
	Conditions Met	Choose an item.
	Name	
	Position	Board Secretariat
	Signature	
	Date	Click here to enter a date.
Actions taken		

Decision- Actioned	
Process	Submitter Advised – OPPP Transport Services Decision <input type="checkbox"/>
	Submitter Advised – CFO Corporate Support Decision <input type="checkbox"/>
	Submitter Advised – Board Decision <input type="checkbox"/>
	TIO – funds released <input type="checkbox"/>

Accepted for consideration by Senior Manager, OPPP Transport Services	
Paper number:	04
Meeting date:	20/08/2020.
Decision requirements met	<input type="checkbox"/> SAP updated
	<input type="checkbox"/> TIO updated (including cashflow updated) and documents loaded
	<input type="checkbox"/> Funding availability checked
	<input type="checkbox"/> Included in current RLTP (if applicable)
	<input type="checkbox"/> Included in current NLTP (if applicable)
	<input type="checkbox"/> Included in current Business Plan (If non-NLTP project)
	<input type="checkbox"/> Business case supported by Sponsor
	<input type="checkbox"/> IQA complete, unconditional and saved in TIO
Feedback with regard to recommendations	

Name:	
Position:	
Signature	
Actions taken	Choose an item.

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